

California BRT Projects Fact Sheet

Transit Operator: Los Angeles County Metropolitan Transportation Authority (LACMTA)
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Project Name: Los Angeles Metro Rapid
Project Location(s): Currently 11 lines representing approximately 175 miles in the City of Los Angeles and 19 other cities (to be expanded to 26 lines by 2008 - 450 service miles):

- Wilshire Blvd. & Whittier Blvd. between Santa Monica and Montebello
- Ventura Blvd. between Universal City and Warner Center
- Vernon Ave & La Cienega Blvd.
- Crenshaw Blvd./Rossmore Ave.
- Florence Ave. & Garfield Ave. to Inglewood Transit Center
- South Broadway between Downtown LA and Metro Green (D) Line
- Soto Street
- Vermont Ave. between Hollywood and Metro Green (D) Line
- Van Nuys Blvd. between Westwood to Lake View Terrace
- Hawthorne Blvd./Crenshaw Blvd./Martin Luther King Blvd.
- Hollywood/Glendale/Pasadena

Status: Three more lines are expected to be up and running in June 2005: Beverly Metro Rapid (from Beverly Hills Civic Center to downtown LA); Fairfax Metro Rapid (Fairfax Ave. between Hollywood and Vine and the West Los Angeles Transit Center); Lincoln Metro Rapid (downtown Santa Monica to the Aviation Green Line station). And Santa Monica Big Blue Bus will operate the Lincoln Metro Rapid. The goal is to have two new lines operational every six months. Dedicated lanes are introduced on parts of the Wilshire/Whittier line and higher capacity buses (60-foot articulated) will be used starting in 2005.

Project Summary	The Metro Rapid Program was implemented in June 2000 to improve bus speeds as recent studies of public bus transportation in Los Angeles have shown that half the time a bus is in service it is stopped, either at a traffic signal or at a bus stop to board patrons. Through system integration of bus signal priority, low floor buses, headway rather than timetable-based schedules, and fewer stops, passenger travel times have been reduced by as much as 29%. As a result, ridership increased by 40% in the initial two demonstration corridors, with one-third of the ridership increase from new riders who have never before taken transit.
Coordination with other projects	Following the successful implementation of the Metro Rapid demonstration routes (Wilshire/Whittier Blvd. and Ventura Blvd.), an expansion program identifying 26 additional corridors was developed. When completed in 2008, the Metro Rapid Program will operate a network of 450 miles of Metro Rapid service, complementing light and heavy rail transit throughout Los Angeles County.

Funding	
System Elements	
Running Ways	Mixed traffic; dedicated lanes introduced on parts of Wilshire/Whittier At grade crossings
Stations	Stops and stations have distinctive red-and-white paint scheme similar to the buses for easy identification
Amenities	Stops/stations are on average about a $\frac{3}{4}$ mile apart Passenger information at stations, lighting, canopies and real-time passenger information signs at each station
Vehicles	In operation: NABI 40-foot low-floor buses with distinctive red-and-white paint scheme Ordered: 60-foot low-floor articulated buses with three doors and “railcar-like” styling powered with compressed natural gas
Service and Operation	Simple route layout Frequent service of 3-10 minutes during peak commuting times Headway schedules
Fare Collection	At entry Cash, passes, tokens, transfers Flat fare structure
ITS Features	Real-time passenger information signs at each station Transit signal priority (has achieved 20% travel time reduction)
Interfaces with State Highway System (SHS)	None